

CHESAPEAKE BULLETIN



VOLUME 64, NUMBER 8, AUGUST 2024

On August 8th, Chesapeake members made their way to the NB Center in Allentown, PA for a wonderful day. The NB Center is a 27-acre property consisting of 11 buildings. Five of these are for car storage and display, three are restoration shops, one is grounds maintenance and administration, another is the main event building and one is for storage. A fully functional gas station using vintage pumps and fixtures is also on site in addition to a drive in movie theater.

Nicola Bulgari, a retired vice-chairman of the Italian luxury jewelry, watches and accessories brand, assembled a collection of 250–300 cars that are cared for in the United States and Italy. Approximately 40 percent of the collection are Buicks, Bulgari's marque of choice. Sub-collections include limousines from 1930 to the start of World War II, American cars from the Vatican garage and survivor cars that have never been restored.



Paula's President's Message

Hello Chesapeake Members!



It is hard to believe that we are over half way through the year of 2024. I know that as we get older time seems to pass us by so quickly, but time and age is not holding Chesapeake members back from doing all the activities that they love.

As your President, I had to make the hard decision to cancel the Fire Museum show in July. With the heat alerts that were in effect in the area and the age of our participants, I thought it was better to keep our members and participants safe. In 2025, this event will be held in the month of May so we don't have the extreme heat to deal with.

We have recently completed our second bus trip for the year. 38 members and guests participated in the trip to the NB Center in Allentown, Pennsylvania. The day started out with meeting at the Cracker Barrel restaurant in New Freedom, PA. We had contracted with Baileys Motor Coach to take us to Allentown about 2 hours and 30 minutes away. Upon reaching Allentown we ate lunch at the Copperhead Grill and then proceeded to the NB Center to start our tour. We arrived around 12:30 which gave us about 3 hours to complete our tour.

Chesapeake had previously attended the NB Center about 6 years ago, but things are always changing. After a great afternoon we left Allentown to return to New Freedom for our vehicles and some dinner before heading home. I think that everyone enjoyed their day. It sounds like we did a lot of eating doesn't it.

There are still a lot of events coming up throughout the remainder of the summer and into the fall, so keep your cars gassed up and be ready to go. We will keep adding events as they are made aware to us.

Paula Lynn Ruby



HAPPY 97th BIRTHDAY HARRY WILHELM

Harry was born on August 18, 1927 in Baltimore City near Pimlico Racetrack. He went to high school and graduated from Franklin High School in Reisterstown, MD and was the only male student in the secretarial course.

After high school he tried to get a job at CP Telephone in the secretarial department and was told he couldn't work there because there were all women. He was referred to BGE and took a job in their accounting department. He was making \$18.00 per week or \$.40 per hour.

In October 1945 he went into the U.S. Army and was stationed in Indian Gap, PA. He was the company clerk and his main job was to type orders for rationing and delivering them. He also got a job working with the German Camp and Stockades doing rations. In 1946 he went to Camp Lee in Virginia and his job was modeling the new uniforms for the Army. He was later discharged that year.

He returned to BGE as a Junior Clerk in their Accounting Department. In 1958 he received his Bachelor's Degree in Accounting. He received a second Bachelor's Degree in Business Management. In 1957 he joined the Masonic Lodge in Reisterstown, MD and is the oldest surviving past Master. Harry is still very active in his church at Trinity Methodist Church in O'ella, Maryland where he served as an usher and works on many benefit projects today.

Harry is the father of three children, 1 boy and 2 girls, 7 grandchildren and 11 great grandchildren.

Harry's favorite cars have been a 1949 Chrysler Royal which he purchased from an individual that he tracked down using their BGE meter attached to their house. The trunk was full of popsicle sticks when he purchased the vehicle. He also had his father's 1963 Ford Galaxy and a 1967 Chrysler Convertible.

Harry is the oldest living member of the Chesapeake Region. Happy Birthday Harry!

RACING HIS WAY TO THE TOP- Tom Young

On July 25th, in Numidia, PA Tom Young had a good day at the Class Racer Nationals. He went 5 Rounds in Stock Class to get down to 3 cars.

Unfortunately, he couldn't make the semi-finals because he lost his drive shaft going across the finish line. Now to fix the car and get it back on the track again. CONGRATS TOM!!!!



Chesapeake AACA Monthly Membership Meeting Minutes, August 12th, 2024

The monthly meeting of the Chesapeake Region of the AACA (Club or CRAACA) was held on August 12, 2024, at The Divinity Lutheran Church in Towson, MD. There were 28 members in attendance.

Welcome: President, Paula Ruby— Paula called the meeting to order at 7:03 PM. Paula asked for Board Members wishing to stay on for 2025. All but Treasurer, Lyndie Vantine, indicated they were willing to stay on. A lengthy discussion followed after the announcement that the Board was recommending raising our long-set dues from \$25 to \$30. Included in that request was inflation, on-going event subsidies, operational expenses (postage, new members welcoming packets), and upcoming Anniversary Activities' as well as lost income from two recently cancelled income-producing car shows. MOTION: It was moved by Vicky Wilmer to raise our dues from \$25 to \$30. Seconded by Tom Dawson. Passed. Note: Since our dues rate is currently listed in our By-Laws, we will post this raise publicly in our Bulletin for 2 months, thus satisfying the Amendment procedure to our By-Laws. The Board will review the By-Laws and make necessary amendment recommendations as soon as possible. Included in the discussion was the topic of Associate Membership (a probable logistical challenge) and a request for a basic financial report print-out at the October meeting.

Vice President's Report: Mark Stershic: Mark reminded us to send birthday greetings to Harry Wilhelm. Poker Run planning is progressing nicely. Members were encouraged to sign up soon, as registration will be limited to 50 cars. Mary already has between 27 and 30 registered.

Secretary's Report: Judy Dawson – Motions and important items of business from the last Board Meeting will be brought up tonight by individual Board members.

Treasurer's Report: Lyndie Vantine – Lyndie gave her detailed monthly report. A motion to approve the report was made by Mary Stershic and seconded by Ruth Synodinos. The motion passed and the report will be held for audit.

Membership/Facebook Report: Vicky Wilmer – Our current membership stands at a total of 354 members.

Activities Report: Tom Dawson— Tom reported on upcoming activities as outlined in the CHESAPEAKE REGION ACTIVITIES FOR 2024 chart enclosed in this month's copy of the Bulletin. Of special interest: Tom reported that last month's Mecum Auction in Harrisburg was great, as usual. The Wilmers and the Schaffers attended Macungie. Vicky says it was very "warm". But, as always, a lot of fun. Please reserve Sunday, September 29 th for our Fall Harvest Festival in Manchester. We will need "all hands on deck"! Tom passed around a sign-up sheet for upcoming parades but had little interest. TW Scott suggested we consider holding some summer events in the 4-7:00 PM time period to help avoid the heat. Paula also said she is considering having a joint Picnic with the Chevy Club at her home sometime this fall.

Technical Report: Phil Hack— Phil did a brief demonstration and discussion of torquing lug nuts. In summary: "Don't get torqued off!"

Chief Judge Report: Henry Chaudron – The awards from the Fire Museum Show have been disassembled. He needs one more judge and 3 Parking Assistants for the Fall Manchester Show.

Bulletin Report: Rachele Bodvin – The August Bulletin is ready to print, once she receives tonight's minutes. Rachele has lots of photos from the NB Center Trip. Reminder: No photos from The Bunting Collection may be printed.

Website Report: Buzz Diehl – Buzz continues to update the calendar. Flyers for the Banquet and Poker Run are ready.

Legislative Report: Mike Natale – No Report. Get Well soon, Mike! (and Bob!)

Director's Reports:

Gary Wilmer – Car Guide magazines were available for distribution. Gary again mentioned how much he enjoys the camaraderie of our bus trips.

Tom Young – Tom shared the awards he recently received in Grand Rapids, Michigan at the National Thunderbird Club's Show. He won The Authenticity Award, earning 53/57 points! First Place and Best of Show! Not bad, Tom! You make us proud!

Historian Report: Chip Miller – No Report

Social Committee Report: Judy Dawson – We have two extra tickets for The Christmas Show at The American Music Theatre in Lancaster, PA on Saturday, November 9 th at 3:00 PM. Contact Judy Dawson asap if interested. We are also considering another trip to the Auto Mall, followed by a stop at Shady Maple for their All-You-Can- Stuff- Yourself-With Smorgasboard. Let Judy know if you are interested!

Sunshine Report: Margaret Werneth – Paula has been busy supplying Margaret with names. See her report in the Bulletin for particulars.

Old Business: All covered above.

New Business: None

Roundtable Discussion: None

50/50 Raffle: \$28 won by Steve Morgan. He very generously donated his winnings back to the Club. Thank you, Steve! If you'd like 3 free raffle tickets next month, be the first to text "Free Raffle" to Judy Dawson, and let's see who actually reads these minutes.

The meeting was adjourned at 8:42PM with a motion by Kevin Perkins, and seconded by Al Zimmermann. Passed.

Fondly,

Judy Dawson

MECUM AUTO AUCTION- HARRISBURG, PA



On July 24th, some of our Chesapeake members ventured to MECUM Auto Auction in Harrisburg, PA which is the largest auto auction in the Northeast. This four day event was anticipated to auction off 1,200 vehicles. The event started in Harrisburg, PA back in 2014.

The Mecum Auction brought style with its headlining cars this year. First was a 1953 Chevrolet Corvette Kindig-It CF1 Roadster known as "Caduceus." For car enthusiasts, Caduceus features a Lingenfelter LS V-8 engine, a custom Carbon fiber body, and a custom rounded one-piece windshield. Another was one of 26, a 1962 Ghia L 6.4 made in Turin, Italy.

Also up for auction was a 1956 Bentley S1 donated to the Rolls-Royce Foundation which was sold at no reserve with the proceeds benefiting the foundation.



POKER RUN - SATURDAY, OCTOBER 26TH

A great time is always had at our Annual Poker Run which will be held this year on Saturday, October 26th beginning at 8:45 a.m. at the home of Tom and Judy Dawson. The run this year will go throughout Baltimore and Harford Counties and end at the Mt. Moriah Masonic Lodge in Towson, MD. Lunch will be catered by Mission BBQ following the run.

Don't miss out on this great event which always brings out the competitive nature of our club members!!! Be sure to sign up before spaces are filled. No Registrations will take place on the day of the event. The registration form has been distributed and is attached to this newsletter and posted on the website as well.

Please take note that there is also a request for non-perishable food donations to be made the day of the Poker Run.

NB Center Photos Continued...



PROPOSED MEMBERSHIP DUES INCREASE FOR 2025

At our July Board meeting a proposal was made to increase our annual dues from \$25.00 to \$30.00. The cost of operating our club continues to increase as costs of postage, paper supplies, plaques for our shows and club sponsored events rise. In the past, the club has subsidized our Annual Banquet, New Member Banquet, Bus Trips, Picnics and Poker Run for all members using the funds received as dues in addition to other fundraising events.

We have discussed this at our August meeting and will discuss this again at our September meeting. At our October membership meeting on October 4th, we will hold a vote to decide whether or not to increase the dues for 2025. Please come to the upcoming meetings to share your opinion and vote.

My Vette Experience

Submitted by Don Ramsburg

It was 1991, and I was looking for a sports car to replace a 1982 Fiat Spider 2000 that was totaled in an accident. It had to be a good looking convertible, like the Fiat was, but with something more under the hood than 105 horsepower. It would also be nice if I could drive it hard on a country road without destroying the oil pan. I didn't have a fortune to spend, so a Porsche was out of the question. I went to look at Alfa Romeo Spiders, since they were the logical step-up from a Fiat. I discovered that, with my 34 inch inseam, I couldn't get the seat back far enough to drive comfortably. Bummer! Everything else about the Alfa was pretty nice, but it was definitely not for me.

I started searching the newspapers for sports cars, and I noticed a 1969 Corvette convertible for sale near Towson. Anne Marie and I went to see the car, and found it was red with a white top (see photo). The paint job was very poor, but at least it was all the same color, and the rag top was still in one piece. The engine was 350 cubic inches, 350 horsepower, with a close-ratio four speed, and a 4.11 positraction rear. The asking price was \$9995. The seller also had a removable hard top for the car that he offered for an additional \$500. I said I would buy the car if he threw in the removable hard top, and he agreed.

The '69 Corvette was delivered to my house, and I was suddenly surprised to find that the Maryland Inspection had just expired. This was an omen, but I didn't recognize it at the time! I think anyone who has sold a used car in Maryland knows what a fiasco the inspection is. If you took it to a dozen different garages for inspection, you would have a dozen different lists of required repairs. If you have it repaired to pass inspection at one garage, and immediately take it to another garage for inspection, it will not pass! This is a fact of life, like death and taxes, and something the people of Maryland brought on themselves.

In 1969, I had a 1957 Volkswagen beetle inspected so I could sell it. While I was sitting in the waiting room of the garage, reading the newspaper, I heard the sound of a hammer on steel. I walked to the door of the garage, and the mechanic was trying to take off the rear axle nut with a hammer and pin punch. I said: "What are you doing?" He said: "I have to check the rear brakes, and I don't have a wrench to fit this!" I said: "That nut has to be torqued to 250 foot-pounds! How are you going to get it back on?" He said: "The same way I'm taking it off!" You tell me how automobile inspection reduces accidents!

After crawling under the Corvette to check out the exhaust system, I found it to be marginal at best, so I ordered new exhaust pipes and mufflers and installed them before the inspection. The left side mirror had been damaged by the previous owner, and it had no mirror glass, so I installed a new reproduction mirror. The car wasn't quite old enough yet to qualify as an antique, so I had to take it to my local garage to have it re-inspected. This inspection station didn't hurt me too badly, just adjusting the headlights, replacing the windshield wiper blades, and aligning the front wheels. You know all that stuff went bad since the last inspection 90 days ago! Now I could go get my permanent license tags. Amazingly, my car insurance premiums went down when I replaced the 105 hp Fiat Spider with the 350 hp Corvette convertible. Those Fiat drivers must be devils!

When I bought the '69 Corvette, it had no spare tire, or even the fiber-glass dish under the rear of the car, where the spare tire was stored. I picked up a spare tire and wheel at Carlisle for \$80, and they were even the correct models. I bought the fiber-glass dish from a little Corvette shop in Rosedale for \$40. Of course, I had to sandblast and re-paint it before installation. Then, I bought a new jack, lug wrench, and a reproduction owner's manual. This car seemed to be coming together!

I started driving the Corvette around the neighborhood to see exactly what I had. This was a stripped-down Vette that had wind-up windows, and no air-conditioning. Thank God it had power steering and power brakes, because the thing weighed 3,420 pounds! That's incredibly heavy for a sports car, but about average for a Ford Taurus 4-door sedan or a Dodge Dakota pickup truck. The car had no power retraction for the top, so it had to be put up and down manually. Fortunately, this turned out to be reasonably easy. When the top was down, it rested in the well behind the front seat, under a hinged cover for that purpose, therefore, no tonneau cover was required. If I suddenly gave the car full throttle, the engine would lurch and pop through the carburetor, again and again, until I released the throttle and the engine speed stabilized. I decided that I better check out the carburetor, which was a Rochester Quadrajets. When I took the top off of the carburetor, sure enough, somebody else had been into it, and had bent over the retractable brass needles that adjust the flow of the main jets. I very carefully straightened out the needles, reassembled the carburetor, and that problem was solved!

The next problem was the fiber-glass console. The original shifter mechanism had been replaced with a Hurst competition shifter. This produced two problems! Firstly, reverse gear was all the way to the left and up, and the shifter would hit the console on that side causing it to break. Secondly, the Hurst shifter had no reverse lockout, like the original, and it was very easy to select reverse instead of first gear at a stop light. This was a seriously dangerous surprise!

I disassembled the Hurst shifter, and found that the shift lever had a series of milled grooves, like a bastard file, to mate with the shift mechanism. After taking some measurements, I made a mechanical drawing of a 3/4 inch spacer to move the shift lever over to the right. I had the spacer made at a small machine shop near the Baltimore Beltway and Falls Road. This exercise cost me \$75, but it did solve the problem.

Since the shifter problem was fixed, I decided to replace the fiber-glass console. I bought a new console, but when I removed the broken console, I found that the chrome plated bezel for the radio and the heater controls was also broken. I ordered a new bezel, and replaced that too, hoping that I wouldn't uncover any more problems. The '69 Corvette had fiber-optic leads terminating in the console to show you that each of your lights were on. I found that these just required cleaning at each end in order to work properly. While I was at it, I installed a new seal and boot on the shifter.

If you have ever driven a Corvette with a 4.11 rear, you know what I mean by over-performance. If I opened the four-barrel at any speed, the car would squat, the front end would rise, and the moan of the carburetor would threaten to suck the hood into the engine! This was great fun, but to drive the car at highway speed was like driving in third gear. I decided to change the differential to a 3.55 ratio, which should be a good compromise between performance and economy.

I ordered a rebuilt 3.55 rear from an outfit in Virginia for \$750. When I got it, I found that the yolk for the universal joint would have to be replaced, because the 3.55 positraction rear was only offered with the 427 cubic inch engine, and that required heavier universal joints. That was OK, because I could use the yolk off of the original 4.11 rear. When I disassembled the 4.11 rear to get the axle yolks, I discovered that the carrier for the spider gears was badly cracked. Also, the ends of the axle yolks were worn from the inboard thrust of cornering. I exchanged my axle yolks for a pair with specially hardened ends, at a Corvette shop in Rosedale, for another \$150. The new rear was also positraction, so I had to buy some of the Posi-lube that goes in the jackpot with the 80W oil. Now that I had the rear changed, I had to do something with the speedometer drive. Chevrolet speedometer drive gears are just plastic gears that can be replaced easily at the transmission, so I consulted with the parts department of the Chevy dealer in Timonium, and we selected the proper replacement.

After replacing the rear, the car didn't quite squat like it used to, but was still very fast. The next item on the agenda was handling. The radial tires were nearly new, and still had the blue preservative on the white lettering. The shock absorbers were another story! Not only were the shocks worn out, the rubber mounting-grommets were worn out. I decided that I would attempt to make this car handle like a sports car, so I ordered a set of Bilstein gas shocks for \$350. The Bilstein gas shocks were the most expensive ones available for a '69 Corvette, but they did make a big difference. While the cornering was still not as good as my Fiat Spider, the improvement in the ride was tremendous!

After a year or so, the front calipers on the Corvette started leaking. I removed them to check them out, and found that the bores were etched from corrosion. Of course, calipers were available for the Corvette that had stainless steel sleeves in the bores, so that's what I bought. There goes another \$300! While I was at it, I changed the brake fluid to the silicone type, so etching would not happen again. The car still had three problems to work out: a noticeable vibration in the engine around 3000 rpm, the fuel gauge would never read higher than 1/2 full, and the windshield wipers had stopped working. I decided to take the car to Corvette Specialties in Eldersburg for diagnosing these problems.

The vibration in the engine was caused by a mismatch of the water pump shaft and the hub of the engine fan. Apparently, someone had replaced the waterpump, and had bought the wrong part for that engine. Corvette Specialties replaced the water pump with the correct part number, and the engine vibration was gone. They also found a rubber gasket for the gas cap inside the gas tank, which was keeping the fuel gauge sender from moving in its full range. They removed the rubber gasket, and the fuel gauge could read full scale. Finally, they found a rubber plug on a vacuum line tee connection, that I had put there thinking I would prevent a vacuum leak. They removed the rubber plug, and the windshield wipers worked fine again. Well, good! Taking care of these three problems was worth the \$300 they charged me! The next problem to surface was a leak in the power steering cylinder. I just bit the bullet, and bought a new one, instead of trying to rebuild the original.

A noteworthy feature of the car was the grease fittings on the running gear. There was a grease fitting on all four bearings of all four universal joints in the independent rear axle. There were also grease fittings on the driveshaft, and the ball joints. It took half a tube of grease to lube this thing every couple thousand miles!

After a couple more years, the Corvette developed another problem: the battery would discharge if the car was parked overnight. I had bought all the '69 Corvette reference books by that time, so I set out to diagnose my electrical problem. It seems there is a transistorized voltage regulator built into the alternator of the '69 Corvette, and one of its functions is to stop the current from draining back through the alternator when the engine was stopped. After shutting off the engine, if I disconnected the multi-pin connector from the alternator, the problem would disappear!

I drove the '69 Corvette convertible for 10 years, only putting about 10,000 miles on it during that time. The 350 small-block had a lumpy hydraulic camshaft, and 11.00 to 1 pistons, causing the throttle response to be better than in any car I had previously owned. But, I was getting tired of the car, and decided to see if I could sell it for a decent price. One of the bodyshop technicians at Al Prueitt & Sons, in Glen Rock, Pennsylvania, brought his father to my house to look at the Corvette. His father had just sold a '57 Chevy street rod, and was looking for another car to fix up. He drove the Corvette around the block (4 miles), and agreed to buy it from me for \$10,000.

I sometimes think I would have been just as well off to have sold the body for parts, and kept that fantastic engine to put in an old Ford. Some people will argue that the '69 Corvette is a sports car, and others will say it's a GT convertible, but I can tell you from experience that it's just a fiber-glass hotrod!



TORQUING LUG NUTS and TORQUE STICKS

I think most of us in the club have been tinkering on cars since we were kids, which for most of us is decades. So, it's probably safe to say we're also pretty set in our ways. Well, Michael Taylor has been attending automotive technical training for over a year now. Naturally he's learning about the latest techniques and the "correct" way of doing things. One of these techniques he's enlightened me to is the need to torque lug nuts. I was pretty skeptical. "Put em on with a lug wrench or impact gun and your good to go", I thought. I googled it. I queried several leading shops. ALL said YES! You should torque them, and WE DO.

Torque specs are available for just about all cars. OK. I'll do it. I also learned about torque sticks. These are socket extensions you put on impact guns that limit torque to a specific amount. They work by twisting when the proper torque is reached which prevents the nut from being tightened further. They MUST be used with an air-type impact gun. In between impacts, the stick returns to its normal shape, preventing any further torque from being applied. Electric-impact guns operate too quickly and don't allow the stick to return to normal.

The sets are relatively inexpensive. I bought this 5-piece set from Lowes-Craftsman for about \$60. It includes five sticks with torque specs from 75-140 ft-lbs. They probably aren't quite as accurate as a torque wrench, but I believe are fine for quickly and easily putting on lug nuts.



Phil Hack

Officer Nominations for 2025

We will be taking Officer Nominations for the 2025 calendar year at the September General Membership Meeting which will take place on Monday, September 9th.

If you are interested in running for an elected or appointed position please take the time to reach out to the current officer to discuss the responsibilities of the job and feel free to reach out to Paula to express your interest.

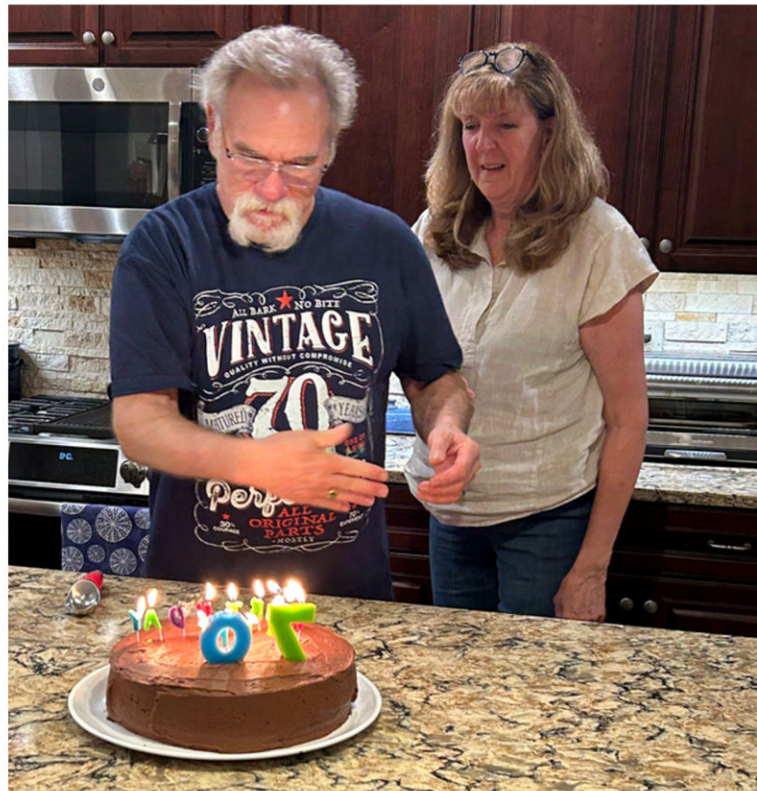
Fun Trivia



Dum Dums originated from Akron Candy Co. in Bellevue, Ohio in 1924. The manager at the time thought they looked like dum dum bullets they used in World War 1 and that the name would be easy for kids to say. The Spangler Candy Co. purchased the rights and equipment in 1953. They have sold so well all these years that they have hardly ever been advertised!

HAPPY 70TH BIRTHDAY PHIL!!

The monthly board meeting for July was held at Phil and Shelly Hack's home and we were able to celebrate Phil's 70th birthday. Shelly was waiting in the wings in the event Phil needed help blowing out those candles.



Membership Banquet - Reserve Now!



Our Annual End of Year Membership Banquet will be held on Sunday, November 24th from 11:00 a.m. - 3:00 p.m. The registration form is attached to this newsletter and posted on our website.

It Could Happen to You

Submitted by: Gary Wilmer

Every year or so, the topic of fire extinguishers in our old cars comes up. I think we all know the importance of having one and probably do have one in all of the antique vehicles we own. However, make sure it is easily accessible and that you know exactly where it is. For example, is it under a seat, or in the trunk hidden in a corner? When you need it immediately sometimes you panic and can't think quickly enough to know where it is.

A week ago, a young man and his grandfather drove down to my house to look at a 1993 Lincoln Town Car that I was selling. They lived near Philadelphia, PA. We took the car and test drove it all around Hampstead and when we returned to my house a deal was made. They liked the car, and everything went smoothly. We then went to a tag and title service in Westminster to apply for new tags and title. No problems – in and out. We drove the Lincoln back to my house whereas when we turned around in my driveway we saw smoke coming from the right front wheel area. As we looked to see what it was, one of them yelled, "Its on fire!". Heavy flames were bellowing out from the brake/caliper area.

Being in my driveway, I ran into my garage (everything including my extinguisher had been removed from the car) and tried to remember where I had laid the extinguisher. I quickly found it, ran outside and pulled the trigger, hoping it would work. The spray immediately put the flames out. I put the car on the lift and observed that the dust shield behind the rotor had caught on fire; it was plastic.

As of this writing I have not repaired it but believe a caliper stuck and got the rotor so hot that it caught the shield on fire. The new calipers and hoses have been ordered. The young man and his grandfather understood what happened and still want the car. The outcome of the story could have been totally different had they started home with no extinguisher or anything else in the car. Therefore, do check the location and condition of your extinguisher if you have one. If you don't have one, get one immediately. I always thought that this type of thing only happened to someone else. Also, to me this is almost a modern car, so carrying one in your everyday driver is also recommended.

HAPPY 55th ANNIVERSARY Tom and Judy Dawson



"On August 24th, 2019, Tom and I were able to celebrate our 50th Wedding Anniversary. Luckily, we jumped the gun and got married in 1969, 5 months before I graduated from the University of Maryland. I say "luckily", because many of our friends didn't get married until 1970, placing their 50th's right in the middle of a global pandemic when celebrations just didn't happen!

This year marks 55 years for us (Tom always adds:"36 of the happiest years of my life."...and then I add"When did we have 6 more happy years?") You have to know Tom to know why all of this is just routine for us. Many people ask how we've managed to make it so long, and I just laugh and roll my eyes. Fortunately, our years together have had far more highs than lows, and far more laughs than tears.

We met when I was a senior at Dulaney, and Tom was a freshman at the University of Baltimore. It was "love at first sight" and we named our first daughter on our second date. (That would be the one when he took me to Loch Raven....to wax his '65 Chevy!) We dated all through college, married, moved to and back from southwest Virginia, built 2 houses, had 2 daughters, adopted 4 dogs and 3 cats, travelled the world on SACO Incentive trips, took family vacations around the country and around the world, had a wonderful grandson and a fantastic granddaughter, taught school for 37 years, built custom homes, sold building products, acquired 17 classic cars and 8 classic trucks, visited every classic car museum we could find, joined several car clubs, and worked for years to help keep a special one growing.

As we celebrate our 55 years, we are not planning a big party for this one, but we may just hold hands, smile at each other, and be thankful that we have done what we promised each other 55 years ago, to grow "old and gray together". Happy Anniversary, Tom! NOTE: Tom adds: "I wouldn't change a thing!"



HAPPY ANNIVERSARY TO A VERY SPECIAL COUPLE!

Region Activities 2024

Date	Day	Time	Event	Location
August 2024				
17	Sat	4-8	Harford County Winery Cruise-In	Jarrettsville, MD
21-24	Wed-Sat	8am	Corvette Carlisle	Carlisle, PA
23	Fri	3-?	Markets at Shrewsbury Cruise-In	Shrewsbury, PA
24	Sat	11-3	Summer's Army Show for Childhood Cancer	Hanover, PA
September 2024				
9	Mon	7pm	Membership Meeting - Divinity Lutheran Church	Towson, MD
12-15	Thurs-Sun	9 - 4	69th Annual Steam Show	Upperco, MD
14	Sat	5-9	Graul's Market Cruise-In	Hereford, MD
15	Sun	10-4	Hagley Museum Car Show	Wilmington, DE
21	Sat	11-2	Martin's Airport Open Cockpit Car Show	Middle River, MD
27	Fri	3-?	Market's at Shrewsbury Cruise-In	Shrewsbury, PA
29	Sun	10-1	Autumn Harvest Car Show	Manchester, MD

Elected and Appointed Officers for 2024 (Elected Positions Make up the Executive Board of the Club with full voting rights)

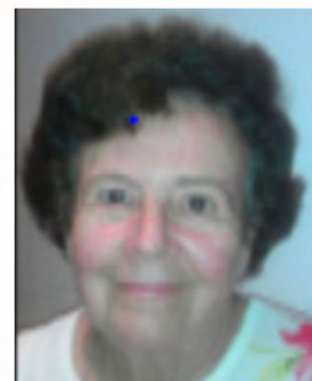
Position	Name	Email	Phone
President	Paula Ruby	paulaspackard@hotmail.com	410-627-1642
Vice-President	Mark Stershic	markstershic@gmail.com	410-371-6540
Secretary	Judy Dawson	jdgibson1920@gmail.com	410-812-2090
Treasurer	Lyndie Vantine	lynron1@earthlink.net	410-259-0184
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Get Well Cards to: Phil Hack, Cecil Polan, Mike Natale, Bill Wurzel, Bud Sammis, Mike Melnyk, Stephen Clark, Owen and Wanda Garland, and Franklin Gage.

Sympathy Cards to: Ron Fleming and Lyndie Vantine on the passing of Ron's Mother and Aunt; Jack and Elaine Treadwell on the passing of Elaine's Mother; and Allison Griffiths on the passing of her Mother.



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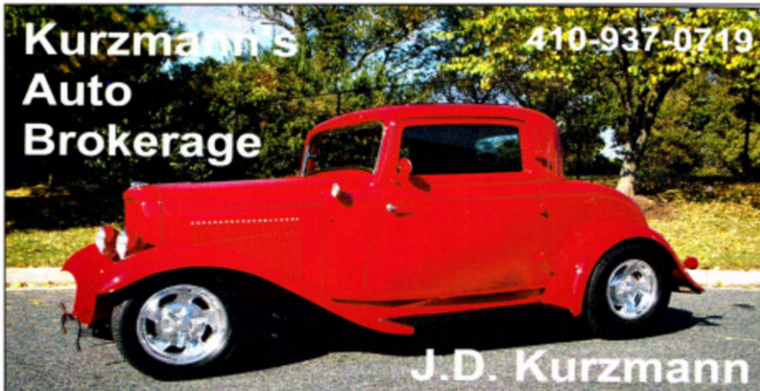
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